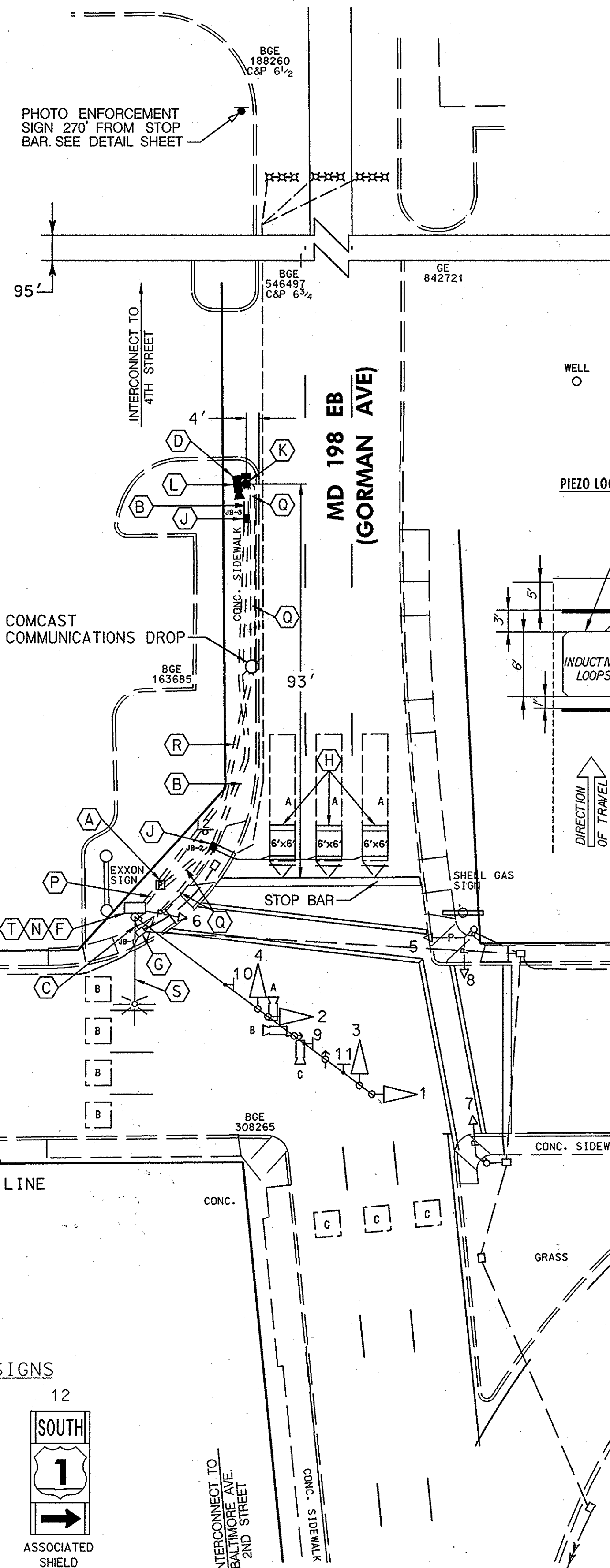


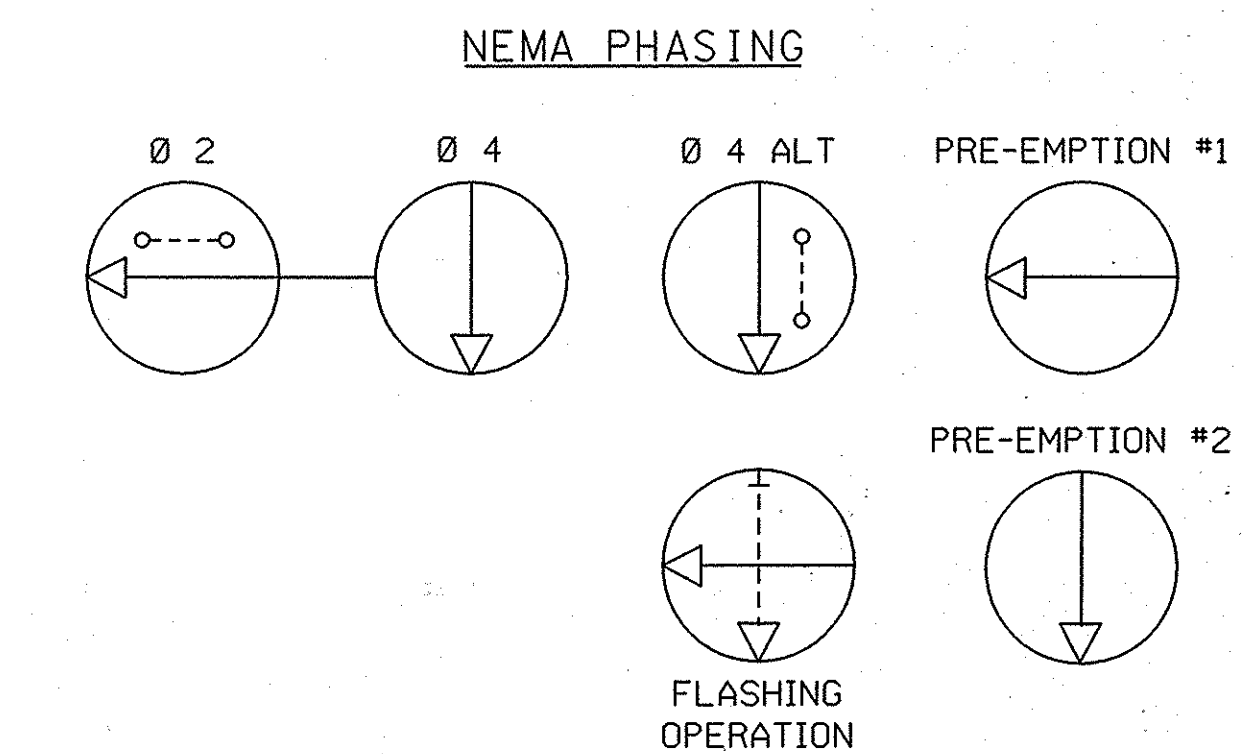
CONSTRUCTION DETAILS

- A. FURNISH AND INSTALL POWER PEDESTAL AND METER. POWER PEDESTAL MUST BE INSTALLED AS PER SHA TYPICALS 807.07.01-03.
- B. INSTALL 3" PVC SCHEDULE 80 CONDUIT.
- C. UTILIZE EXISTING CONDUIT. SEE ATTACHED CONDUIT FILL CALCULATIONS.
- D. INSTALL 20' ALUMINUM POLE, RED LIGHT CAMERA UNIT, AND CAMERA CONTROLLER CABINET. INSTALL A 3C/10 AWG IMSA 20-1 CABLE FROM PROPOSED RED LIGHT CAMERA CABINETS TO PROPOSED POWER PEDESTAL.
- E. UTILIZE EXISTING SPAN WIRE FOR PROPOSED WIRING.
- F. USE EXISTING CONTROLLER/CABINET.
- G. USE EXISTING HANDHOLE.
- H. INSTALL PIEZO LOOP DETECTOR FOR RED LIGHT CAMERA DETECTION. SEE PIEZO LOOP DETAIL.
- J. INSTALL ELECTRICAL HANDHOLE.
- K. INSTALL A 7C/14 AWG FROM RED LIGHT UNIT TO THE EXISTING TRAFFIC SIGNAL CONTROLLER TO TIE INTO THE RED & AMBER PHASE.
- L. INSTALL A COMMUNICATION DROP (IMSA 60-2) CONNECTING THE CAMERA CABINETS TO THE EXISTING UTILITY DEMARCATION BOX. CONTACT SERVICE PROVIDER PRIOR TO BEGINNING WORK.
- N. TERMINATE AT THE TRAFFIC CONTROLLER FOR RED PHASE AND POWER.
- P. FURNISH AND INSTALL 2" PVC SCHEDULE 80 CONDUIT FROM POWER PEDESTAL TO THE CONTROLLER CABINET. FURNISH AND INSTALL 3 RUNS OF 1C/4 AWG FOR POWER AS PER MD SHA STANDARDS. SEE MD TYPICAL 807.05-02.
- Q. INSTALL 2" PVC SCHEDULE 80 CONDUIT.
- R. INSTALL 4" PVC SCHEDULE 80 CONDUIT.
- S. REWIRE THE EXISTING STREET LIGHT TO THE PROPOSED POWER PEDESTAL USING 2C/14 AWG TRAY CABLE.
- T. REPLACE THE EXISTING 2" LB INTO THE CONTROLLER WITH A 4" LB. THE HOLE MUST BE DRILLED INTO THE POLE AT A LOCATION AT LEAST 90 DEGREES AROUND THE POLE FROM THE EXISTING 2" HOLE. THE NEW HOLE MUST ALSO BE DRILLED AT LEAST 12" HIGHER OR LOWER THAN THE EXISTING HOLE.



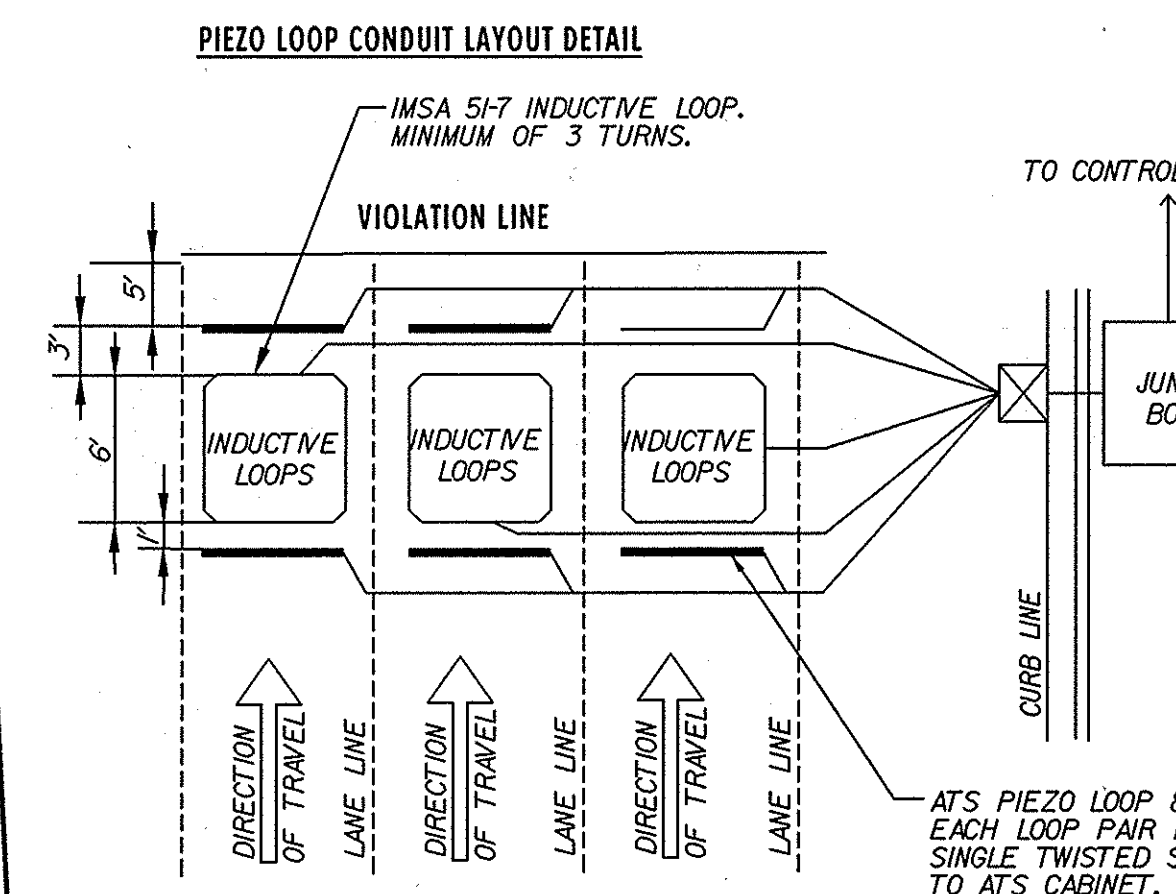
PHASE CHART

	1	2	3	4	5	6	7	8
Phase 2	G	G	R	R	WK	WK	DW	DW
Ped. Clear	G	G	R	R	FL/DW	FL/DW	DW	DW
2 Change	Y	Y	R	R	DK	DW	DW	DW
Phase 4	R	R	G	G	DW	DW	DW	DW
4 Change	R	R	Y	Y	DW	DW	DW	DW
4 Alt.	R	R	G	G	DW	DW	WK	WK
Ped. Clear	R	R	G	G	DW	DW	FL/DW	FL/DW
4 Alt. Change	R	R	Y	Y	DW	DW	DW	DW
Pre-Emption #1	G	G	R	R	DW	DW	DW	DW
Change	Y	Y	R	R	DW	DW	DW	DW
Pre-Emption #2	R	R	G	G	DW	DW	DW	DW
Change	R	R	Y	Y	DW	DW	DW	DW
Flashing	FL/Y	FL/Y	FL/R	FL/R	DARK	DARK	DARK	DARK
Operation	FL/Y	FL/Y	FL/R	FL/R	DARK	DARK	DARK	DARK



NEMA PHASING NOTES

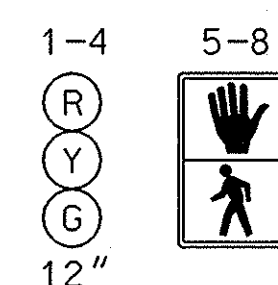
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



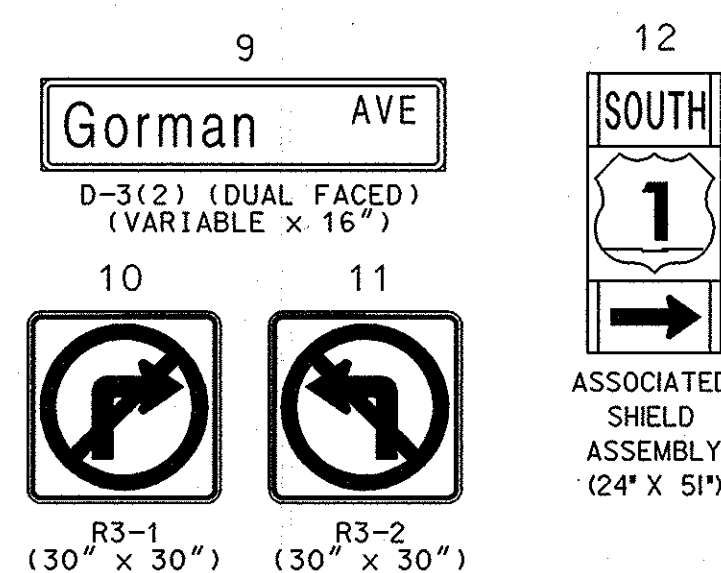
US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

ONE HANDHOLE EXISTS WITHIN BREAK

EXISTING SIGNALS



EXISTING SIGNS



UTILITY LEGEND

- G — G — GAS MAIN
- W — W — WATER MAIN
- S — S — SEWER MAIN
- E — E — ELECTRIC CABLES
- A — A — AERIAL CABLES
- T — T — TELEPHONE CABLES

SHA NO: BW313M83
SB US 1 @ EB MD 198

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SUITE 200
FORT WASHINGTON, PA. 19034
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FAX: (215) 283-9447



REVISIONS	APPROVALS
(C) INSTALL RED LIGHT CAMERA FOR EB APPROACH	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
(B) INSTALL OPTICOM PRE-EMPTION FOR EASTBOUND AND SOUTHBOUND TRAFFIC AT 6045185 12/04	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
(A) RECONSTRUCT TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS 11/99	CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

SHA MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNAL PLAN
SOUTHBOUND US 1 AND MD 198 EB (GORMAN AVE)

DRAWN BY:	F.A.P. NO.	TS NO.	SHEET NO.
CHECKED BY:	S.H.A. NO.		
SCALE:	COUNTY:		
DATE:	LOG MILE:		